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COUNTRY Eastern Germany REPORT NO. [REDACTED]  
TOPIC Rangsdorf Airfield  
INTEL COPY 5  
25X1 EVALUATION [REDACTED] PLACE OBTAINED [REDACTED] 25X1  
DATE OF CONTENT 2 to 10 July 1952  
25X1 DATE OBTAINED [REDACTED] DATE PREPARED 20 August 1952  
REFERENCES  
PAGES 1 ENCLOSURES (NO. & TYPE)  
REMARKS

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1. On 2 July 1952, an Li-2 plane with [REDACTED] was parked in front of a hangar at Rangsdorf airfield.

2. There was no flying at the field from 7 p.m. on 4 July to 6:30 a.m. on 5 July. Intensive air activity was observed from Schoenefeld airfield, but no obstacle or boundary lights were switched on in Rangsdorf. A twin-engine plane with single-rudder assembly and a white-bordered red star on its fuselage and rudder assembly was parked at the southwestern corner of the Buecker Hangar at Rangsdorf airfield. The hangars were closed. Between 3 and 6 p.m. on 5 July, no flying was practiced at the field. Two twin-engine blue planes with radial engines and a cowling ring were parked in the north-eastern corner of the field. The planes had a three-section plexiglass canopy. [REDACTED] A radial engine was propped up between the Buecker Hangar and the former aircraft plant.

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3. Between 3:50 and 5:30 p.m. on 10 July, there was no flying. One Li-2 and four Yak-11s were parked at the field. The twin-engine plane had [REDACTED]

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[REDACTED] An unidentified marking was on the nose. Some work was being done on the right engine, which was run up at 5:10 p.m. Two officers and 15 EM stood around the plane. Next to two Yak-11s there was a truck with a hoisting gear which was probably used for the exchange of engines on small aircraft. Two radial engines were propped up in front of the workshop. The noise of hammering and grinding was heard in the interior of this workshop.

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CLASSIFICATION

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